G R S IX-5]

Previous references

Pol. 157-15 SR 1-1

1919.

(Municipal)

Mt File No 3-19

Serial Nos 5, 6, 7 + 9

Later references

Mt 3-19 (12+14)

GENERAL AND REVENUE SECRETARIAT.

Serial Nos 5, 6, 7 + 9

Part B for February 20

SUBJECT.

Bangalore City Improvements

To

The President Bangalore City Municipal Council

" Chairman City Improvement Trust Board — G.O No R 9057-4 Or 10/2/20

" Secy to the Govt of Railways

" Comptroller

With reference the President's letter regarding the continuance of the Sultanpet Road, Sanctions the exchange of lands as proposed with the mills authorities, Haji Mr. ... and land on the conditions set forth

W D 1250—GFB—50,000—23-1-20

Pol. 2/2/20

G R. S III—1] 1919

GENERAL AND REVENUE SECRETARIAT.

(M)

NOTES.

M File No. 3-19

FILE HEADING

Bangalore city Improvements

From

The Presdt, Bangalore City Mcl

No. 171 Dated 18-11-19 Received 20-11-19

Diary No. 4020	Enclos	Spare Copies	Serial No 5

BRIEF ABSTRACT OF LETTER.

Forwards copies of correspondence with the Ry Secty Messrs Haji Ismail Sait and the Wool Mills in re Continuance of the Sultanpet Road and requests the exchange of lands with the Mills and Haji Ismail Sait on the conditions set forth

NOTES AND ORDERS

Please see the marg flagged R
The portion of the land marked in green ink has been given to the M&S M Ry. Co
The portion marked red is proposed to be given to the Mills and that mar

NOTES—First Sheet.

DD 402

W1) 1283—GPB—60 000—1 12-16—S

G R S III-2

General and Revenue Secretariat | File No 3 of 1919

Serial No

blue to Messrs Haji Ismail Saith
The transfer of the lands if effe
immediately will incon
the traffic from the Mapodi
into the city as the portion of
the road marked AB is not
to be taken up at once The
correspondence is not clear
as to what temporary
are proposed to be taken to
traffic from Mapodi Road un-
disturbed and easy access
to the city market
2 Draft engineering is subd

DJ
4/12/19

The point raised in the note
above is a very important one
If the road now proposed is not
continued through the property marked
Subsh on to Mapodi Road the road will
become a blind alley. It is not clear
how carts from Mapodi will come into
the city The draft lease if approved
may please be

Revised)

HMC
6/12/19

Issue
hm
9 12 19
hm

NOTE—Contn sheet

WJ) 1283—GPB—60 C00—1 12-16—S.

G R S III-2,

General and Revenue Secretariat | ind File No 3 of 1919

Serial No	
6	Letter no. 6812-G/12 dt 9 Aug from the Chief Engr & Secy to Govt & Enquiries have as traffic from the Mayani Road complained may access into the Quarters, if the portion of the road number A B in the drawing is not constructed at once and what arrangements will be made to give such access as the traffic till the portion of the road in question is completed.
7	Letter no 1512 dt 12.19 from the President, Rawalpindi Cantonment States that it is proposed to close at once a portion of the Mayani Road from A.B to M and from N to E as noted in the plan and to hand over the Government to the trustees of S.R.Z.C. and the Estate of the Haji Ismail Saith and that it is not proposed to close at once the Agricultural Farm Road running to the west of the Haji Ismail Saith Portions and requests sanction to the proposals made in the and also sanction for turning the Road from A to B as an integral part of scheme of the Industrial Suburb.

NOTE—Contn sheet

G R S III-2]

General and Revenue Secretariat | File No 3 of 1919

Serial No

The scheme for continuing the Subhanpath Road and building it up with the Mogadi Road as indicated in the plan (H to A) are now proposed to be taken up in 4 Sections as shown below.-

1) Continuing the Subhanpath Road and building it a 40 feet Road from Abdullah Chowk. Nawagundi Road after acquiring the necessary land proposed (Vide H to G in the plan) It is unfortunately contemplated that this Section has been objected by the Municipal Council

2) Taking 40 feet road through the Railway yard in continuation of the above (Vide E to F in the plan). The extent of land required for this purpose and to be taken from the Railway Co's is 0 36 acres, while the extent of land to be given in exchange by the Municipality is 1 14 acres The Railway Co's have already handed over the above land to the Municipality and the proposed road has been completed (Vide the entry in the plan)

3) Acquiring the portion of the property known as "Ripon" buildings belonging to Mr. Hajee Ismail Sait for continuing the above road up to the Sultan Bazar Road by 4 Metres (Vide C to D)

NOTE—Contn sheet

5

G R S III-2]

General and Revenue Secretariat | Land File No 3 of 1919

Serial No

the portion of the land required by the Trustees of the Depot buildings is to back on the northern side of property (Vide C D in the plan). and Land to be given in exchange (1) 312' x 33' by closing present Chapadi Road marked E F' on plan and (2) 296' x 55' by closing the Agraharam Tank Road. C Nos is still under correspondence in the Land

b) Continuing the same road west of Railway line to join the old Chapadi Road as part of the Industrial Suburb Scheme (Vide A B on the plan) Nos is said to be pending on account of the acquisition of required for the purpose (Vide last para of the Presidents letter under despatch).

6 If the above schemes is given effect to, the Woollen Mill Road from D' E' up to the eastern edge of the Agraharam Tank Road at A' C' and the Chapadi Road from its junction to the Road up to the Southern edge of the land F' G' will be rendered unnecessary and and they will accordingly be closed and will be handed over to the Woollen Mill authorities, as they

NOTE—Contn sheet

General and Revenue Secretariat | Genl File No 3 of 1917

Serial No

they have agreed to pay (a) Rs 6000 towards the Cost of the road land and (b) another Rs 5000 towards the Cost of the constructing the proposed new road through the Railway yard and (c) to build a revetment wall for the Agraharam Tank Bund Road.

7 The portion of the Agraharam Tank Bund which is also considered unnecessary has been agreed to be exchanged and to Mr Haja Ismail Sait as a portion of his holdings required for the new road. (Vide the Improvement resolution marked "appendix F" and Mr Haja Ismail Saits letter marked "appendix G" forming the Proceedings (the letter under perusal)

8 The points on which the sanction of the Govt sought for are as follows:-

1) Administrative sanction for opening the proposed road A to B in the plan as a part of the Industrial Suburb (Section 4 of the Scheme referred to above).

2) Sanction to the transfer of lands by closing the portions of the Chetpet road from A to D and of the Agraharam Tank Bund Road marked H K M in the plan to the Messrs South Mahratta Railway Company in lieu for the portion of their Rly yard given up for the new road. (Section 2 of the Scheme

NOTE—Contn sheet

4868 7

G R. S III-2]

General and Revenue Secretariat | Rel File No 3 of 191 9

Serial No

3) Sanction to the transfer of land (1) by closing the a portion of the Kangra road from N to E and (2) by closing a portion of the Agraharam Jarak Brand Road N to E & to swing them Haji Ismail Sait in exchange a portion of his land comprised out of the Nelson buildings taken for the new road (vide Section 3 of the Schedule)

4) Sanction to the transfer of land formed by closing portions of the Wallers Hill Road and the Kay Road as increased in para 6 to the Wyndham Hill

5) The President wants the objection raised in this office letter of 12th Dec 1919 by stating that a portion of the Kapar Road is proposed to be closed at once and that of the Agraharam Brand Road will not be closed now but kept for traffic until the formation of the road A to B in the plan is completed.

Put for orders

16.1.20

16/1

The precise points on which orders are now solicited are not very clear from this file

NOTE—Contn sheet.

G R S III-2]

General and Revenue Secretariat

Rel File No 3 of 1919.

4

Serial No.	
	In the last letter dat 31-12-19 the Port Comm has sent to him (para 9 above) and wants administrative sanction for the construction of the road from the B as an integral part of the scheme (for the formation of the Industrial Suburb) the Hon refers to his letter no 111
12	In the letter he refers to a prev letter (no 305 of 19-4-15) and wants sanction of Govt to the proposals therein
13	Letter no 305 is addressed to the Secy for Railways and is of an "intermediate" nature requesting the Rly Secy to place the matter before the M S M authorities It is not known what view Govt has taken on this letter. The file may perhaps be called for from the Rly Secy The letter itself deals with the required consent of the Rly Co to the construction of the road in the Railway Yard
14	Since however the cost of road (in the Rly yard) has already been reported to

NOTE—Contn sheet.

G R S. III-2[1]

General and Revenue Secretariat

Ind File No 3 of 1919

Serial No	
	have been constructed, Govt have proba recorded sanction to the exe transactions connected ther (para 8- 2 supra). The Rly Bd has
Flag W	for ne sanction (App C letter N-38-d 2-8
15	Besides this transaction in th M-S M Ry. Co two others are now contemplated and it is in th theme that the result of the City M.L Council & the Improt Committee deal in th they are in th the Woolen Mills Co and the Hajee Ismail Sait and are note in full in App J results of the City Improt Committee dat 6 Aug 19 They are approved by the City Improt Co and therefore are pres ably fair
Flag X	
16	Thereon orders are now requires approval of the resolution of the City Improt Committee (App J) and giving sanction to the construction of the pro Road AB Regard the new arrg transaction in th the M S/W Ry C the file may be called for from the Ry Secy as it is not clear what actio is now necessary in connection therewi
Flag X	

NOTE—Contn sheet

(Rao Secy

HM 23/10/19

G R S 111-2]

10

General and Revenue Secretariat | File No 3 of 1919

Serial No	
	17 I think the proposals of the Port are clear and he has also explained how public traffic will not suffer by the temporary arrangement which will be made. A draft order may be put up as proposed.
	24/1/20
	18 A draft order is put up accordingly
	29/1/20
	29-1
	30/1/20
	21/ Draft approved by the Durbar
	6 2 20
	7.2.20
9	Q. No. R. 9051-43 w. d. 20 & Q. No. P. 8[illegible] and Chairman, Civil Supply Committee, Bombay for Railways & Comm[illegible]
	Sanction the several proposals shown in Pt. 5.

[illegible] OFFICE.
Received on JAN 30 1920
Regd No 5/83

B

NOTE—Contn. sheet

OFFICE OF THE CITY MUNICIPAL COUNCIL,

To III

Bangalore City, dated, 18 — 11 — 1919

Appendices A, B, C, D, E, F, G, H & J
2 plans

Urgent

From

DEWAN BAHADUR RAJA SABHA BHUSHANA
K. P PUTTANNA CHETTY, ESQ, C I E,
Honorary President, Municipal Council,
BANGALORE CITY

B. RAMASWAMAIYA, Esq., B.A , B L ,
Secretary to the Government of
His Highness the Maharaja of Mysore
Revenue Department, BANGALORE

Mr 3-19-5

With reference to the correspondence ending with your letter No 2061/M1 157-15-10 dated 6-10-1917, communicating the approval of Government to the abandoning of the re-alignment of the Magadi Road entrance to the City as a separate scheme, under circumstances reported in my letter No 489/26-4-17, I have the honour to invite a kind reference to item (2) in paragraph 2 of my letter No 489/26-4-17

2. The scheme for continuing the Sultanpet Road due west and linking it up with the Magadi Road in the manner proposed in paragraph 3 of my letter quoted above is being worked out in sections as follows -

(1) Continuing Sultanpet Road and making it a 40 feet road from Akkipet Road to Kemmannagundi Road after acquiring the necessary house properties involved

(2) Taking the 40 feet road through the Railway Yard in continuation of the above

(3) Acquiring a portion of the property known as Ripon' buildings belonging to Mr. Haji Ismail Sait for continuin

continuing the above road up to the Meter Gauge Railway line to Mysore

(4). Continuing the same road west of the Railway line to join the Old Magadi Road somewhere near the iron foundry as part of the Industrial Suburb scheme

3 As the working out of section (2) above involved the consent of M & S.M. Railway authorities for taking the road through the Railway Yard and this formed the sine qua non of the whole scheme, I opened correspondence with the Secretary to Government for Railways so far back as 1915, my letter No 305 of 19-4-1915 (copy of which is enclosed for reference) describes the whole scheme in detail, pointing out how the construction of a road through the Railway Yard formed the crux of the whole scheme and requesting Government to move in the matter and obtain the sanction of the M & S M Railway authorities

My subsequent letters No 231/29-2-16 and 38/2-8-16, addressed to the Secretary to Government for Railways (copies of which are also enclosed) show the gist of objections raised by the Railway authorities and how the Municipality proposed to meet them After a prolonged correspondence Government were pleased to order, through the Secretary Railway Department vide letter No 4118/218 G dated 22/24 August 1918, from Secretary to Government for Railways (copy enclosed) that the M & S M Railway authorities had agreed to relinquish the land for the Municipal Road through the yard and that the action taken by the Municipality be reported Vide my letter No 39 of 12-8-1918 (copy enclosed) the action taken so far as related to the M & S M Railway Company was reported to Government in the Railway Department

4. Further action necessary in the matter such as acquisition of lands and relinquishing Municipal lands, as adumbrated in my letter No 305 of 19-4-15 is of a routine character requiring sanction of Government in the Revenue Department, and I

I therefore request that you will be so good as to obtain the early sanction of Government

In this connection I may be permitted to mention that the Dewan Sir. M. Visveswaraya when he inspected all the proposed improvements of the City in August 1916 approved of the salient points of the present scheme in question and the same was included in Government Order No.2747-50/M1.94-16-15, dated 3rd Nov November 1916 as item No.9 in the responsibility sheet accompanying that order.

5 As a consequence of this scheme, the roads that divide the property of the Woollen Mills into three blocks and the Municipal Roads to the east and west of the 'Ripon' Buildings will be rendered unnecessary In consideration of the Woollen Mill authorities having agreed to pay Rs. 10,000/- towards the cost of the scheme and also the cost of construction of road through the Railway Yard (which has just been constructed by them) vide copy of letter No 1781 dated 1-2-1915, from the Agent of the Mills and certain additional improvements to the Agrahara Tank Bund Road which they have since agreed to do and in consideration of the owner of Ripon Buildings, Mr Haji Ismail Sait having agreed to give up a portion of the property for the new road on certain conditions (vide copy of his letter dated 4th September 1919 enclosed), the Municipal Council at their meeting held on 6th September 1919 have sanctioned the proposals of the Municipal City Improvement Committee to abandon certain bits of Municipal Roads and make over the land comprising them to the Woollen Mills Company and to Mr Haji Ismail Sait as explained in the accompanying two plans

Appendix G

The copies of resolutions of the Municipal Council and the Municipal City Improvement Committee are appended hereto

6. Regarding the first part of the scheme, viz. continuing Sultanpet Road from Akkipet to Kempannagundi Road mentioned in

14

in para 2 of this letter the details were examined by the Municipal City Improvement Committee and it has been resolved to revise the alignment making it less costly, which is being attended to. While the 4th part of the scheme, viz., the road to the west of Railway line is pending the acquisition of lands for the purpose.

I have the honour to be,

S I R,

Your most obedient servant,

HONORARY PRESIDENT

Copy of letter No.305 dated 19th April 1915 from the Honorary President, City Municipal Council, Bangalore, to the Secretary to the Government for Railways, BANGALORE.

****

I have the honour to state that, in October 1914 the Agents of the Bangalore Woollen, Cotton and Silk Mills Co. Ltd., submitted to the Municipal Council, with an explanatory blue print, certain proposals involving the realignment of Municipal Roads, and the readjustment of land properties in the vicinity of their mills, copies of which are herewith forwarded. During the preliminary investigation of these proposals, it was found that certain modifications of and additional to the proposals already made were necessary to make the scheme acceptable to the Municipality. These additional proposals are shown in plan No.2, which is a survey block-plan of the portion of the City on that side.

2. The main features of the scheme are -

(1). The replacement of the inconvenient foot over-bridge across the Railway Yard by a 40 feet road across the goods yard a little to the south of the present site of the bridge.

The foot-bridge, it is believed, was a device to provide a short cut from the Railway level crossing on the Magadi Road to the main arterial road of the City - the Taluk Cutcherry Road when the road running across the railway yard was closed some years ago. From experience it is found that this bridge, besides being inconvenient, is not of much use, as the pedestrians, even without a road, avoid it on account o its steepness, much more so the load-carriers, while the wheeled traffic cannot use it but has to make a long detour of 4½ furlongs to reach the opposite point of the Railway Yard whereas a 40 feet road, as shown in plan 2, placed 900 feet to the south of the present foot-bridge, would obviate all these difficulties. The alignment of the road so as to keep it

it above 900 feet from the foot-bridge, it is believed, will not inconvenience the Railway Company to any appreciable extent as it is practically beyond the "Shunting limit".

(2) One advantage would be the consolidation of the properties of the mills, which now lie detached in 3 blocks, on account of the Municipal Roads - (a) Woollen Mills Road and (b) Magadi Road - running between them. The Woollen Mills Company own blocks X,Y,Z the last of which they have recently purchased. The existence of Woollen Mill road between X and Y, and that of Magadi road between Y and Z is a great bar to the improvement of the mills, while the abandonment of the said roads and the inclusion of the respective areas within the mill premises would greatly help in the expansion of their buildings and the promotion of the industry. At the same time it will be a gain to the Municipality in getting rid of the two hollow portions at S and T which are an eye-sore and cost a considerable amount if they have to be improved.

(3) The Railway Company will have the advantage of procuring a greater width of land for their yard thus facilitating probably the introduction of extra sidings, practically up to the Mysore line while they will have only the narrow end of their yard, where there are no sidings, detached by the newly proposed road Of course it is not possible for me to say how these alterations would effect the interest of the Madras and Southern Mahratta Railway Company. With this view, I request you to kindly place the matter before them for their favourable consideration.

3.As already referred to in para 1, with the object of making the scheme one of the real advantage to the City, it is proposed to make a 40 feet road by widening the existing lanes in continuation of the proposed road through the - Railway yard on the east which will run direct into the - Sultanpet road, the feeder road of the oldest grain bazaar

bazaar (Old Tharagupet) in the City. Also to continue it on the west by widening the narrow lane between the properties of Mr. Hajee Ismail Sait's gowdens and the quarters of the mill Officers, then to lay a new diversion to connect the Magadi Road just beyond the Health Camp. By these proposals the distance A to H will be shortened by 4½ furlongs, and the approach from the Magadi side considerably improved.

4. The financial aspect of the whole scheme as roughly worked out is as follows -

(1) The cost of acquisition of property and construction of roads from H to A is approximately Rs36,768/- or Rs 37,000/

(2) The amount that may be realized by the sale of land now occupied by roads to the Woollen Mills, and other private bodies is estimated at Rs 16,672/- or Rs 17,000/-

Excluding the land that is available for disposal as above described , another bit of land approximately 4,600 Sq. yards marked in green colour can be made over to the Railway Company.

5. The whole scheme as above stated was placed before the Bangalore City Improvement Committee and they have approved of it generally. The Woollen Mills Company have also accepted it and promised to pay a contribution towards the net cost, besides the ~~net~~ cost of land to be included within their premises. The whole scheme however hangs upon the consent of the Madras and Southern Mahratta Railway Company being obtained, I would therefore request you will be so good as to place the matter before them with your kind support and communicate the result to me as early as possible

(SD) K P Puttanna Chetty,
Honorary President

"COPY"

for Honorary President

Appendix B Ref. Ltr. 3795

Copy of letter No.231 dated 29th February 1916 from the Honorary President, City Municipal Council Bangalore, to the Secretary to Government for Railways, BANGALORE.

116

******

Adverting to your letter No.3362 dated 25th May 1915 enclosing copy of your correspondence with the Agent, Madras and Southern Mahratta Railway Company, I have the honour to inform you that I have again gone through the whole question of the proposed City Improvement at the Magadi Gate of the City in consultation with yourself, Mr.Dove Wilson and the Agents of the Bangalore Woollen, Cotton and Silk Mills Co. Ltd. and wish to place before you some additional features in the proposed scheme

2. The [illegible] of the road through the Railway Yard as originally proposed which is an essential factor and is shown in the accompanying plan is the key-stone of the whole scheme It is the main link in the chain of improvements involving (1) the opening by the Municipality of a new road from the principal grain bazaar or the Old Tharagupet by continuing the Sultanpet Road due west until it passes the Agrahara Village just to the north of it up to the Municipal limit and (2) diversion of the Magadi Road by the Bangalore District Board so as to run in continuation of the above The advantage of the scheme is too evident to need any furthe description. The present system of roads, connecting the heart of the City with the Magadi Gate and beyond, has nothing in its favor but abounds in inconveniences like narrowness, sinuosity, high and dangerous bank and steep gradients, which will only become aggravated when the Industrial Suburb is formed on the west of the Railway Line as has been definitely decided I believe, none will appreciate it better than the Madras and Southern Maharatta Company when they find that traffic into the Railway premises and out of it has been provided with the shortest and most direct route

Copy of letter No.38 dated 2-8-1916 from the Honorary President, City Municipal Council, Bangalore, to the Secretary to the Government for Railways, BANGALORE.

With reference to your letter No.3415 dated the 8th June 1916, forwarding copy of letter No.5570/W. dated the 31 st May/1st June 1916, from the Agent, Madras and Southern Maharatta Railway Company, agreeing on certain conditions to my proposals relating to the scheme for the deviation of the Magady Road, I have the honour to state that the Municipal Council accept the conditions stated by the Agent, viz. (1) that the area of 1.74 acres, as particularised in my letter No.231 dated 26/29th February 1916, would be exchanged for the land to be reliquished by the Railway for the construction of the new 40' road, since proposed to be made 50' wide, (2) that the Railway land to the south of, and thus cut off by the new road shall remain the property of the Railway Company, to be used by them for any purpose connected with the working of the Railway, (3) that the Municipality would accord the Railway free access to the same from the Station Yard by means of one or more rail crossings as may be necessary.

2. I accordingly request you to be so good as to move Government to accord sanction to the same and to have the land required for the purpose out of the Railway Yard, formally transferred to the Municipality.

(Sd). K. P. Puttanna Chetty,
Honorary President.

" C O P Y ".

for Honorary President.

Appendix D

Enclosure 379,

Copy of letter No 4118/218.G. dated 24th June 1918 from the Secretary to the Government of Mysore for Railways, Bangalore, to the Honorary President, City Municipal Council, BANGALORE.

****

Subject:- Readjustment of lands.

With reference to correspondence ending with your letter No.38 dated 1st August 1916 on the above subject, I have the honour to forward herewith, for favour of necessary action, a copy of letter No.5570/W dated 11th May 1918 received from the Agent, Madras and Southern Mahratta Railway Company Ltd , together with a plan showing the Railway land to be relinguished in accordance with the arrangements suggested by you

2. The action taken in the matter may please be intimated for my information.

"COPY"

for HONORARY PRESIDENT

Copy of letter No.39 dated 12-8-1918," from the Honorary President, City Municipal Council, Bangalore to the Secretary to Government for Railways, Bangalore.

* * * * * *

With reference to your letter No.4118/218 G. dated the 22nd June 1918, regarding the land required for the Municipal Road through the Railway Yard, I have the honour to inform you that the Madras and Southern Mahratta Railway Co., have handed over to the City Municipality the land measuring 378' x 40' - shown in pink colour in the blue print sent with your letter above quoted. A copy of the transfer statement of the land is enclosed for your information

2. In this connection I wish to bring to your notice that the Madras and Southern Mahratta Railway Company have raised a wall on the northern side of the land handed over to the Municipality to safe guard their property, but on the southern side of the said road the Mysore State Railway Department have a work shop and the Mysore Electric Department have their - Stores. The large stores and material lying scattered about in this area have to be safe guarded by putting up a wall on the southern side of the land handed over to the Municipality for a road, just as the Madras and Southern Mahratta Railway Company have done. I would therefore request that you may be so good as to issue necessary instructions for putting up the wall to enable the Municipality to make the projected road

(Sd). K. P Puttanna Chetty,
Honorary President

" C O P Y

for HONORARY PRESIDENT

Copy of letter dated 1st February 1915, from the Bangalore Woollen, Cotton & Silk Mills, Co., Ltd. Bangalore, to the Honorary President, City Municipal Council, Bangalore.

****

We have the honour to acknowledge receipt of your letter No.1246 dated 30-11-14.

We consider the value of the land to be taken over by this Company to be 8 annas per square yard and we understand the area to be in round figures, 10,000 sq. yards amounting at this valuation to Rs.5,000/-. We should be prepared to contribute a further Rs.5,000/- to the cost of the scheme.

In addition we will pay the cost of fencing the new road across the railway yard.

(Sd). Chambers,
M a n a g e r.

" C O P Y ".

HONORARY PRESIDENT.

Appendix G

Copy of letter dated 4th September 1919, from Mr. Hajee Ismail Sait, English Warehouse, Bangalore to the Honorary President, City Municipal Council, BANGALORE.

*****

With reference to the portion of my property known as "Rippons Work" in the City required for the Municipality, as arranged you may take the land about 30 feet on the southern side of the property in exchange for the present Magadi Road on the east up to my gate measuring 312 feet long by 33 feet marked in Municipal plan E.F. and on the Agrahar Tank Road on the west up to the Avenue Trees and on the north up to A.B. marked in the Municipal plan measuring 296 feet by 55 from Avenue Trees to my building wall.

The buildings in my land being removed at Municipal cost and all the timber and tiles to be handed over to me, the rest being utilised by the Municipality for erecting my compound wall on the south at Municipal cost to the full length from railway compound wall to avenue trees on the west. The remaining building materials to be returned to me, if any

" COPY

for Honorary P r e s i d e n t

No. 5.

Proceedings of the Ordinary General Meeting of the City Municipal Council, Bangalore, held in the Council Chamber, City Municipal Office on Saturday the 6th September 1919.

****

Present.

Dewan Bahadur Raja Sabha Bhushana K. P. PURNAIYA CHETTY, Esq. C. I. E., Honorary President.

MUNICIPAL COUNCILLORS.

1. T. Narayana Iyer, Esq., B.A., B.L.
2. P. Chinnaswami Chetty, Esq.,
3. Doddi Siddabasappa Chetty, Esq.,
4. G. V. Narasimha Iyengar, Esq., B.A., B.L.,
5. T. T. Basappa, Esquire,
6. L. M. Purwal, Esquire,
7. T. A. Garudachar, Esquire,
8. Doddi Veerabhadra Chetty, Esq.,
9. M. Adappa, Esquire,
10. P. V. Ramaswami Chetty, Esq., B.A.,
11. H. Ramaiya, Esquire,
12. M. Gopalaswami Iyer, Esq.,
13. S. Venkatachala Iyengar, Esq., B.A., B.L.,
14. P. T. Krishna Murti Rao, Esq.,
15. V. Venkataranga Iyengar, Esq.,
16. Rev. D. A Rees,
17. D. Venkatarmaiya, Esq., B.A.,
18. B. Uman Khan, Esquire,
19. G. L. Narasimhiah, Esq.,
20. M. Ramachandra Rao, Bindhe, Esq

P. Subbarama Chetty, Esq.,

Absent.

1. G. Siddaveerappa, Esq.,
2. M. Subbayya, Esq., B.A.,
3. A. Ramachandraswami, Esq., B.A.
4. D. M. Chanaprium Pillay, Esq.,

L. Abbas Khan, Esquire.

****

X X X

17. Opinion of the Municipal City Improvement Committee dated 6th August 1919, approving the proposals for final sanction of the scheme for continuing the Sultanpet Road westwards through the Railway Yard to meet the Magadi Road, avoiding the dangerous and narrow embankment beyond the present Railway Level Crossing and certain adjustment of lands with M. & S. M. Railway, the - Woollen, Cotton and Silk Mills Company, and Mr. Haji Ismail Sait.

Resolution - The several proposals as approved by the

the Municipal City Improvement Committee are sanctioned.

(Sd). K.P. Puttanna Chetty,
Honorary President.

"COPY"

for Honorary President.

Copy of the resolutions of the Municipal City Improvement Committee held on 6th August 1919.

******

1. Letter dated 10th June 1919 from the Manager, Bangalore Cotton & Woollen Mills for the construction of the box drain on Municipal land and for laying the foundation in the Agrahara Tank Bed and the Municipal Engineer's memo thereon.

Resolution - (1) The Woollen Mill road from D'.E' up to the eastern edge of the Agrahara Tank road i.e , line A'.C'. and

(2) The Magadi Road from its junction with Woollen Mill Road up to the southern edge of the new road i e. line F' G', will be closed as already decided and the land comprising the two protions of the Municipal Roads and the portion of the Agrahara Tank bed up to A' B' to the Woollen Mills measuring in all 2.18 acres will be handed over to the Mill authorities in consideration of the Woollen mills Company agreeing to pay (a) a sum of Rs.5,000/- towards the cost of Municipal land to be handed over to them (b) another Rs.5,000/- towards the cost of the scheme of continuing Sultanpet Road westwards to the Railway Goods Yard (c) and to bear the total cost of making the new road through the Railway Yard and (d) building a revetment wall for the Agrahara Tank Bund Road (in continuation of the wall already put up) up to the southern end of the tank bund, to maintain the existing Municipal water ways in tact in an efficient condition without obstructing them and to respect the existing private rights of easement if any.

Additional Subject.

1. Acquiring a portion of the property, Door No 4, Magadi Road, belonging to Mr. Haji Ismail Sait for making the new road in continuation of that made in the Railway

Railway Yard as part of the scheme for the continuation of the Sultanpet Road.

Resolution.- The portion of the Magadi Road which lies between what has been handed over to the Railway Co., and the new road and which is shown in the original plan as being retained for the purpose of giving access to the eastern gate of Mr Haji Ismail Saits godowns may be closed and handed over to him, and also the portion of the Agrahara Tank road between the new road and up to what has been handed over to the Railway Company with the western boundary coinciding with the line of electric poles may also be closed and handed over to him in exchange for the land and buildings that will have to be acquired from him for the new road The area of land and buildings to be acquired measures 591 63 Sq. yards and the area of municipal land proposed for exchange is 2409.3 sq yards

(Sd). K. P Puttanna Chetty,
Honorary President

"COPY".

for HONORARY PRESIDENT

G R. S VI—G/32]

SUBJECT ... construction of footpaths along the ... to meet increased traffic ...

Diary No of letter replied to ... 4.12.19 ...

Section M4
File No J-19
Serial No 6

Ed Transport
C-1

No. R6872 Dt 12 12 19

GENERAL AND REVENUE SECRETARIAT
( )
the 191

Date of issue ... 17 12 19 ...

Signed by ... for Secretary to Govt ...

To The President, Bangalore City

Sir,

With ref to your Letter No of 12-11-19 regarding the widening of certain roads with the Municipality, the Western Area and Mysore Hyd Road for the maintenance of the Subhanpet Road, I am directed to enquire whether the traffics from the Magadi Road will have to be diverted into the City Municipality if the boundaries of the Municipality are extended as it is not considered advisable for

And what temporary arrangements will be made to keep the roads across the portions of the road referred to in complete

I have etc

MC
6/12/19

HB
9.12.19

For Rev Secy
of
11/12/19

List of enclosures.

Copied in,

Examined

WD 1744—GPS—30,000—18-8-19

OFFICE OF THE CITY MUNICIPAL COUNCIL,

Bangalore City, dated, 31-12-1919

From

DEWAN BAHADUR RAJA SABHA BHUSHANA
K P PUTTANNA CHETTY, Esq, C I E,
Honorary President, Municipal Council,
BANGALORE CITY

To

B.RAMASWAMAIYA, ESQR., B A , B L ,
Secretary to the Government of His Highness the Maharaja of Mysore, Rev Dept ,
B A N G A L O R E

Sir,

With reference to your letter No R 6872/M1 3-19-6 dated 12-12-1919, enquiring how access to traffic from Magadi side will be provided for in the event of certain exchanges of Municipal lands proposed in my letter No 111 dated 18-11-1919 being given effect to and the proposed new road from A to B is not immediately constructed, I have the honor to state that it is proposed to close at once a portion of the Magadi Road from L to N and from N to E and to hand over the former to the Madras and Southern Maharatta Railway Company and the latter to Mr Haji Ismail Sait It is not proposed to close the Agrahara Tank Bund Road running to the West of Mr Haji Ismail Sait's godowns The existing Level Crossing and the Road from K to L, L to M and M to C will be kept open until the new road A to B is made and it is only after the construction of the Road that the Level Crossing at K will be closed & the portion K L M handed over to the Madras and Southern Maharatta Railway Company and M C to Mr Haji Ismail [illegible] It is on this understanding that the exchanges have been proposed and agreed to by the parties concerned

I should also make it clear however that the new road [illegible] B which is 100 feet will have to be constructed as an integral

integral part of the whole scheme and to complete the exchange transactions with the Madras and Southern Maharatta Railway Company and Mr. Haji Ismail Sait

3. The Road from A to B formed one of the Roads of the proposed Industrial Suburb and was estimated to cost about Rs 12 000/- so that even if the scheme of Industrial Suburb is held in abeyance I request you will be so good as to move Government to accord administrative sanction for the Road from A to B and to sanction the proposals made in my letter No 111 dated 18-11-1919

4 The tracing is retransmitted herewith.

I have the honour to be,

Sir,

Your most obedient servant,

Honorary President

G R S VI-71]

SUBJECT Continuation of the Sultanpet Road one west and linking it up with the old Kasaba Road in the Bangalore City

Diary No of letter replied to 4865

Section Rev
File No 3-19
Serial No 9

General and Revenue Secretariat
(Rev.)
, the 191

Proceedings of the Government of His Highness the Maharaja of Mysore

Date of issue 10-2-20

Read— Letter No 1119 dt 18 Novr 1919 from the President, Bangalore City Municipal Council, stating that the scheme for continuing the Sultanpet Road one west and linking it up with the Kasaba Road is being worked out in Sections as shown in the margin and submitting for sanction copies of the resolutions of the Bangalore City Improvement Committee of the 6th August 1919 and of the City Municipal Council of the 8th Septr 1919

this be

Printed ?

treated as a standing order ?

published in the Gazette English part ?

translated ?

placed at the disposal of the press ?

published in the Gazette Kannada part ?

Order Thereon No.

[redacted] Continuing the Sultanpet Road one west and linking it up with the Kasaba Road in the Bangalore City

[redacted] Sanction is accorded to the continuation of the Sultanpet Road one west and linking it up with the Kasaba Road in the Bangalore City as shown in the margin at an estimated cost of Rs 40,000 (Forty thousand) including the cost of land required for the purpose.

2. The Municipal Council will bear the entire cost of the scheme.

9/21

Secretary

the ascertainment of the proposed scheme and the adjustment of lands with the Messrs Southern Pahang Rubber Co. the Woollen & Cotton Mills Co., and Mr. Haji Ismail Saib and submitting for reference copies of the correspondence which took place between himself and the parties concerned in the matter

2. Correspondence ending with letter No. 1519 of the 31st Decr 1919 from the same Officer stating that it is proposed to close at once a portion of the Kajadi Road from K.G.R. and N.G.E as indicated in the accompanying plan (second) and to hand over the former to the M & S.M. Rubber Co. and the latter to Mr Haji Ismail Saib. (further) that it is not proposed to close at once the Ayer Jarak Bund Road running to the west of Mr Haji Ismail Saib's godowns, that the existing Level Crossing

List of enclosures

Copied by

Examined by

A 4868
Vol 3-19

46

G R S 27]

GENERAL AND REVENUE SECRETARIAT

(*Continuation sheet draft form.*)

and the road from K to L, L to M and M to C will be kept open until the new road from A to B is made and that shortly after the construction of the said road, that the level crossing at K will be closed and that portion K & M handed over to the N & S K Rly Co. and the portion M C to the Ismail Salt and that it is our understanding that the exchanges have been arranged and agreed to by the parties concerned and requesting administrative sanction to the proposed construction of the road from A to B as an integral part of the whole scheme and also sanction to the proposals made in his 19th Letter read above

Recd

Order No R 905 1-4

Govt are pleased to sanction the several proposals made in connection with the scheme for continuing

GPB—20 000—7 7 14

2

It Cantonment Board Secretary's Rep'
in Rs. 4 yds to Court re Improvement
and Straightening of Lower arm
M & S.M. Rly Co's Rd at Malleswaram Circle
Railway Co's and Lt. Haji Ismail Sait
as approved by the City Improvement
Committee and the Municipal
Council of the 6th August and 6th Sept
1919 respectively.

A Govt are further pleased
to accord administrative sanction
to the proposed extension
of the road from A to B as a
part of the proposed Industrial
Suburb Scheme.

6.2.20

for Secy.

30/1/20

To.

The President, Bangalore City Municipal Council with a request that a copy of the accompanying plan may be sent to Bangalore in due course for record.

a Chairman, City Improvement Committee

a Secretary to Govt for Bangalore Railways

a Comptroller

4/2/20